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PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
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HONGKONG WEEKLY  
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Hongkong, 12th December, 1908. [a1375-4]

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Hongkong, 16th December, 1908. [1663]

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Hot and Cold Water throughout.  
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MANAGER.  
Hongkong, 24th July, 1908. [a1475]

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"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 5th October, 1908. [a1268]

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from Canton, give easy communication with

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Cable Address: "BOAVISTA."

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[a216] THE MANAGER.

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Hongkong, 11th December, 1908. [29]

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BIRTH.  
On December 14th, at Wuchow, the wife of  
ALAN WILSON, Chinese Customs Service, of a  
daughter. [1872]

HONGKONG OFFICE: 10A, DES VUEX ROAD C  
LONDON OFFICE: 13, FLEET STREET, EC

## The Daily Press.

HONGKONG, DECEMBER 17TH, 1908.

CHINA's new ruler apparently intends to  
create a favourable impression. One of the  
latest pronouncements of the PRINCE  
REGENT is a suggestion that education  
should be made compulsory throughout the  
Empire. He has not issued a decree on the  
subject, and therein he shows his wisdom  
for, desirable as the object is, it could not  
be carried out at present. Were he to have  
published an Edict commanding that schools  
should be established and education made  
general and compulsory he would have  
brought the Throne into a ridiculous light  
and demonstrated, what it is not expedient  
to make too clear, that the central authority  
is not always able to execute the laws which  
it promulgates. But that by the way. The  
main point is that PRINCE CHUN is not  
content to adopt a passive attitude, but that  
he wishes to indicate the line which pro-  
gress should take in the great Empire  
whose destinies are figuratively, if not  
actually, under his control.

Compulsory education in China sounds  
well, and bears the stamp of progress. But  
desirable as it is, it hardly comes within  
the region of practical politics, and for one  
great incontrovertible reason—the where-

withal is lacking. Before China can attempt  
any real reform she must reorganise her  
finances. She must have a steady revenue;  
she must have an income on which she can  
rely. The money raised from the taxpayers  
must not go to the enrichment of the tax-  
gatherers, but every cent of it should go  
into the public purse. Then all things  
which are humanly possible become practi-  
cable. A strong army, a powerful navy, a  
system of education, these and other things  
will follow the readjustment of taxation  
which will provide the necessary funds for  
the exchequer to finance and administer  
the country. But even under present  
limitations much may be done to make  
education more general than it is in the  
Empire. Viceroy Ssu, who was regarded  
as a reactionary by many in Hongkong, has  
the honour of having made very laudable  
attempt to provide greater educational  
facilities in the Two Kwang Provinces. He  
ordered that schools should be established  
in practically every village in Kwangtung  
and Kwangsi and threw the responsibility  
of maintaining these upon the gentry. The  
scheme may not be free from criticism, but  
it appeared to be an honest attempt to deal  
with a crying evil, and it has the merit of  
surviving his departure. The schools  
started by his prompting exist in large  
number to-day and, as they are conducted  
on fairly modern lines, their institution  
must be regarded as a boon to the  
two provinces named.

Undoubtedly the education question  
demands attention. While those resident in  
cities and in villages near the great centres  
of population usually possess some degree  
of learning acquired by more or less atten-  
dance at school, the great mass of the people  
in the interior remain illiterate. And it  
will be no easy matter to reach them. To  
make education compulsory and universal  
is a formidable undertaking from which  
even the most progressive statesman might  
shrink. Village schools could not be sup-  
ported by the ordinary village community  
without some grant in aid from government,  
—unless of course in those happily cir-  
cumstanced localities where philanthropists  
come to the rescue,—and the Government  
is not yet in a position to make the  
necessary contribution. No matter from  
what standpoint the subject is viewed, the  
financial difficulty presents itself. That even  
the son of the poorest farmer might be able  
to attend school is the reported ambition of  
the Regent, but grave obstacles stand in the  
way of its realisation and this ideal, like so  
many others, is certainly very far off. That,  
of course, need not prevent educational  
leaders working for it. Rome was not  
built in a day. Many years of agitation  
and debate passed before education was  
made compulsory in Britain. What a  
hiatus there was between the establishment  
of the universities and the establishment  
of the grammar schools we know, and also  
the blank in educational progress between  
that and the Education Act of 1870.1  
China has a long road to travel before she  
attains universal education, but that need  
not deter her from starting on the way.

We regret to learn that Dr. Jen Hawk,  
the well-known Chinese physician, is ill with  
typhoid in the Civil Government Hospital.

Inspector Kerr took over the Wan-chai Police  
Station on Monday in very unusual cir-  
cumstances. There was not a case on the charge  
sheets, and not a report in the occurrence book.

The upsetting of a gasoline lamp caused a fire  
at 42, Cochrane Street, early yesterday morning.  
The ground floor of this building, which is used  
as a shooting gallery, was gutted, and no  
insurance had been effected on the premises.

A coolie employed in the Naval Yard was  
charged before Mr. Kemp at the Magistracy  
yesterday with stealing a quantity of brass. A  
watchman, on searching him, found the brass  
tied round his legs. His Worship sentenced  
the defendant to one month's imprisonment.

Before Commander Basil R. H. Taylor, R.N.,  
at the Marine Magistrate's Court yesterday, two  
boatmen were fined \$5 apiece for causing an  
obstruction by anchoring in the southern  
harbour. The master of another boat was fined  
\$3 for failing to exhibit the necessary lights  
between sunset and sunrise.

On Tuesday evening or early yesterday  
morning, Mr. McCordquale of Quarry Bay  
was robbed of a gold watch and chain valued  
\$22 10s. When he went to bed on Tuesday  
evening Mr. McCordquale left his watch and  
chain on the dressing table, and when he awoke  
the following morning it had disappeared.  
The police are investigating.

The Mother Superior of the French Convent  
desires to thank most cordially all the ladies who  
assisted at the recent Bazaar by taking charge  
of stalls, as well as the Major and Officers of the  
Maharatta Light Infantry for kindly allowing  
their Band to play at the Bazaar, to the Star  
Ferry Co., who gave the members of the Band  
free passages from and back to Kowloon, as  
well as all who kindly assisted the object of the  
Bazaar by their presence and patronage. We are  
further desired to say that the sale of work will  
continue at the Convent until Christmas Eve.

The excavators at the Beacon Hill railway  
tunnel are expected to junction at an early date.  
So near are they to each other that the ex-  
plosion of a blasting charge on one side can be  
heard by the men working at the other end.

There was an attempted burglary at the  
office of the Ewe Cotton Spinning Co. on  
Tuesday night. The robbers gained entrance  
to the office, but were apparently disturbed  
before they had time to ransack it.

The Y.M.C.A. Parliament held their usual  
weekly meeting on Tuesday night but nothing  
of importance transpired. It was proposed by  
Captain Brown, and seconded by Captain Baker  
that in view of the approach of the festive season  
and its manifold attractions "that this House  
stands adjourned until the first Tuesday of the  
next month" and, upon being put to the motion  
of the House, the proposal was adopted.

A native was charged before Mr. J. R. Wood  
at the Magistracy yesterday with obtaining a  
quantity of opium by means of a trick. The  
defendant purchased a pot of opium, and while  
the shopkeeper's back was turned put it in his  
pocket and placed an empty pot on the counter  
in its stead. After paying for the opium he  
returned the pot to the shopman and asked for  
another as the one he had received "was not  
full weight." As a similar trick had been  
played on the opium seller a few days previously,  
he gave the man in charge and the police found  
the full pot in his possession. His Worship  
asked the defendant if he wished to call any  
witnesses, and defendant gave the name of a  
friend who would give evidence on his behalf.  
Unfortunately for him, however, this man was  
on remand on a charge of armed robbery. His  
Worship sentenced the defendant to three  
months' imprisonment. The same man was  
charged before Mr. Kemp with breaking and  
entering a cigarette shop at Hungtham, found  
guilty, and another three months was added to  
his sentence.

Mr. J. W. Gibson, president of the Manila  
Merchants' Association, and one of the most  
successful lumber merchants in the Philippines,  
is at present staying at the Hongkong Hotel.  
He is returning to Manila from the United  
States, where he has been on holiday. Mr.  
Gibson owns various timber concessions in the  
Philippines, mainly on the Island of Mindanao,  
and carries about forty-five varieties of wood in  
his lumber yard at Manila, principally pine used  
in the manufacture of furniture. It is worked  
into doors, windows and ceilings by 500 Filipinos  
in his employ. Mr. Gibson has never  
attempted to enter the China trade, as the  
present method of getting Philippine  
woods, he explained to a *Daily Press* re-  
presentative, makes it too expensive for competi-  
tion with Borneo and Australia. It had been  
proposed to him on several occasions that he  
should provide woods for different railways in  
China, but for the reasons stated he did not see  
his way to consider the propositions favourably.  
There are several woods in the Archipelago of  
the texture and quality of pine, but the cost  
of getting them makes it more economical  
to use pine from Oregon. There is not  
much business in cheap grades of lumber  
in the Philippines, but the excellent hardwoods  
of the islands are mostly used for building  
purposes, as they are impervious to white ants.  
Mr. Gibson concluded with the remark that if  
more of such woods had been used in some of the  
buildings in Hongkong, a few collapses might  
have been avoided.

Hongkong and other similar dollars on a  
silver basis are usually imported into Bangkok,  
says the Financial Adviser to the Government  
of Siam, for two purposes only—firstly, for use  
in the arts, and secondly for sale to Chinese im-  
migrants returning to their own country, viz.  
Hongkong. These usually take their savings  
with them in the form of silver dollars and the  
Customs returns show that there was a large  
increase last year, as compared with the previous  
one, in the number of deck passengers both  
entering and leaving the port of Bangkok—the  
departure for Hongkong numbering over 42,000  
against the previous year's figure of 32,000 odd,  
or an advance of 31 per cent. This fact prob-  
ably accounts for a considerable portion of the  
increased import of dollars, while the unusually  
low rate of exchange on Hongkong which pre-  
vailed during the latter part of the year may  
also have had some effect in inducing speculative  
importations.

Marquises Nabeshima and Hosokawa and  
Viscount Kiyoura have returned to Japan from  
their protracted trip in China. The Viscount  
is said to speak in vivid terms of the great  
progress made by Peking since he visited that  
place ten years ago. At present the city is  
suffering from severe commercial depression,  
but its marked development must strike any  
visitor. Alluding to the schools and colleges  
in Peking, the Viscount has only words of  
admiration for the scale and the system on  
which they are conducted. He considers that  
the educational future of China is beyond ques-  
tion. An interesting statement made by the  
Viscount is that, among the presents sent to  
himself and the two Marquises by the Em-  
peror and Empress Dowager, there were scrolls  
indited by the Imperial Personages themselves.  
The Viscount received such a scroll in the  
handwriting of the Emperor, and a landscape  
painted by the hand of the Empress Dowager.  
He conjectures that this was probably the last  
picture painted by Her Majesty in this world.  
The Viscount speaks highly of Mr. Ijima's  
sagacity, and predicts that his ability in  
knowing when to yield and when to be firm will  
greatly promote the best interests of the two  
countries. He does not think that the deaths  
of the Emperor and Empress Dowager will  
interrupt the country's progress towards a con-  
stitution. Speaking of Hankow, the Viscount  
found that the Germans were conspicuously  
prosperous there, and that the Japanese  
organisation left much to be desired.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KAISER AND HIS  
CASTLES.

LONDON, December 16th.

H.M. the Kaiser is selling five of  
his castles.

DEATH OF THE EARL OF  
ANNESLEY.

LONDON, December 16th.

The death is announced of the Earl  
of Annesley, Representative Peer for  
Ireland.

DEATH OF A GERMAN  
PRINCE.

LONDON, December 16th.

The death is also announced of  
Prince Liechtenstein.

## THE COAL MINERS' BILL.

LONDON, December 16th.

The Coal Miners' Bill has been  
passed by the House of Lords.

## ATHLETICS.

LONDON, December 16th.

Longboat, the Canadian (Indian)  
athlete, has defeated Dorando, the  
Italian, in a long distance running  
match.

[REUTERS' SERVICE.]

## THE PANAMA CANAL.

LONDON, December 14th.

Prior to its inauguration, Mr. Taft will  
visit Panama, it is reported in connection  
with disquieting reports on the prospects  
of the canal works.

## MONTENEGRO AND AUSTRIA.

LONDON, December 14th.

Montenegro has imposed the maximum  
tariff on Austrian imports.

## GREAT BRITAIN AND TURKEY.

LONDON, December 14th.

An address signed by 350 leading  
Members of Parliament, including Mr.  
Asquith, and Mr. Balfour, is being sent to  
the Turkish parliament on the occasion of  
its assembly on the 17th inst. The address  
hopes that the child of a peaceful revolu-  
tion will herald peace, liberty and prosperity.

## LOCAL SPORT.

## CRICKET.

A match was played on the ground of the  
Hongkong Cricket Club yesterday between the  
Buffs and an eleven selected by the Lieut.  
Haughton, and ended in a win for the Buffs by  
42 runs. The Buffs band played selections of  
music during the afternoon, and after the  
match the cricketers entertained their friends.  
The scores were—

MR. HAUGHTON'S XI.	
A. E. Lanning, c. Baird, b. White.....	10
T. E. Pearce, l.b.w., b. Baird.....	18
E. Day, c. Greenway, b. White.....	3
Lieut. Haughton, c. White, b. Baird.....	0
Mr. Bagwell, b. Baird.....	11
Capt. Keasley, c. and b. Baird.....	6
A. Young, c. Fries, b. White.....	7
Lieut. Lippmann, b. White.....	0
Mr. Oliver, c. Green, b. Baird.....	6
A. W. Peake, c. Green, b. Baird.....	43
Mr. Garrett, not out.....	27
Extras.....	8

THE BUFFS.	
Capt. Greenway, b. Peake.....	54
Lieut. Greenway, b. Peake.....	2
Sergeant Wallis, c. Lippmann, b. Garrett.....	5
Lieut. Linnis, c. Young, b. Garrett.....	5
Capt. Baird, b. Garrett.....	34
Lieut. Sill, c. Young, b. Garrett.....	8
Lieut. Wedd, c. Keasley, b. Lippmann.....	2
Corp. Hills, c. Bagwell, b. Peake.....	9
Sergeant Kelly, not out.....	26
The Price, b. Bagwell.....	9
Five Wickets, b. Peake.....	12
Extras.....	14

THE REACH-ALL AMERICAN  
BASEBALLERS.

Yesterday morning the Reach-all American  
baseball team arrived here from Shanghai, and  
will play their first game at the Happy Valley  
on Saturday afternoon, when Dr. Wilder, the  
American Consul-General, will pitch the  
first ball. The team is composed of  
Bliss, St. Louis Nationals, and Williams, San  
Francisco, Pacific Coast League, catchers;  
Burns, Washington Americans, Flaherty,  
Boston Nationals, and Gransy, Cleveland  
Americans, pitchers; Danzig, Boston Nationals,  
first base; Delahanty, Washington Nationals,  
second base; McArthur, San Francisco Pacific  
Coast, shortstop; Devereaux, Oakland Pacific  
Coast, third base; Hildebrand, San Francisco  
Pacific Coast, left field; Curtis, San Francisco  
Pacific Coast, centre field. Heilmüller,  
Philadelphia Americans, right field. After  
their game of "ball" the visitors will try  
conclusions against Hongkong in a cricket  
match to be played on the ground of the Hong-  
kong Cricket Club on Monday. The next few  
days will be spent at the nets to enable the base-  
ballers to get into form for the coming match.

## SUPREME COURT.

Wednesday, 16th December.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR  
F. PIGGOTT).

## A COMPROMISE AGREEMENT.

Further argument was heard in the action  
raised by S. J. David and Company against  
Chan Ut Chui, a former comrade for the  
recovery of \$648,816 damages under a com-  
promise agreement.

Hon. Mr. Pollock, K.C., instructed by Mr.  
Jackson, of Messrs. Johnson, Stokes and Mas-  
ter, appeared for the plaintiffs, while defendant  
was represented by Sir Henry Berkeley, K.C.,  
instructed by Mr. J. Scott Harston.

His Lordship, alluding to clause 8 which  
referred to the responsibility of the comrade  
to make good to the firm all monies, losses, etc.,  
said he could not follow from counsel's argument  
why that did not supply the personal covenant  
in the mortgage.

Mr. Pollock submitted that the words referred  
to must import personal liability.

His Lordship wished to know whether that  
stood in lieu of the ordinary personal covenant.

Mr. Pollock agreed that it was equivalent to  
a personal covenant. He would like to draw his  
Lordship's attention to the word "all" and sub-  
mitted that it showed personal liability and was  
go extend to monies, losses etc. and not merely  
to extend to a balance after deducting the value  
of the mortgaged premises and after deducting  
the sum of \$55,000.

His Lordship replied that if he were to hold  
that that clause in the agreement was equivalent  
to the personal covenant in the mortgage, then  
possibly plaintiff's rights would be the same as  
if they had got a personal covenant.

Mr. Pollock agreed that was so and contended  
that clause 12 showed defendant was bound to  
make good to the plaintiffs all losses in connec-  
tion with the firm's business sales, agreements  
or transactions. The clause obviously contem-  
plated an account being run up against the com-  
prador. Taking clauses 8 and 12, his Lordship  
should hold that there was personal liability to  
an unlimited amount, not limited by the amount  
of the mortgaged property and the \$55,000  
deposited, and it was absolutely clear that the  
comprador agreed to be liable *inter alia* for  
losses arising from or in connection with the  
business.

Sir Henry Berkeley said he was going to  
argue that the two documents should be read as  
one. The two documents constituted the trust  
of surety and therefore the agreement between  
the parties was one of suretyship. The point  
was whether the concluding part of clause  
8 of the agreement might be read as if it  
formed the precise terms of the mortgage  
security.

His Lordship—Whether it does not stand in  
lieu of it?

Sir Henry Berkeley—Yes. Proceeding, he  
respectfully submitted that the concluding words  
did not constitute an agreement on the part of  
the comrade to pay all losses sustained by his  
employers under their contracts with the Chinese  
dealers. He contended that nothing was due  
under the mortgage because there was no  
personal covenant in the mortgage to pay.

In the course of subsequent discussion refer-  
ence was made to the method of conveyancing,  
upon which his Lordship remarked—I only wish  
we could adopt the French system of convey-  
ancing. This is most complicated. If some-  
body would only study French conveyancing it  
would be quite simple; you simply say what you  
mean.

Argument was concluded and his Lordship  
indicated that he would endeavour to give  
judgment before next Wednesday.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ  
(ACTING PUISNE JUDGE).

## CLAIM AGAINST A SHIPPING COMPANY.

The action in which Yun Wan, who  
claimed to be the lawful husband of  
Yun Yan Shi, deceased, and Yun Ah  
Mui, the infant daughter of both, sought to  
recover from the Indo-China Steam Navigation  
Company Limited \$1,000 damages for loss  
sustained by the death of the said Yun Yan Shi,  
was continued. Plaintiff alleged negligence  
of the defendants' servants in navigating the s.s.  
*Loong Sang* in the harbour of Hongkong on  
19th June, 1908, whereby a collision took place  
between the *Loong Sang* and the licensed junk  
No. 2666 on which the said Yun Yan Shi was a  
passenger. The deceased had been in receipt of  
from \$12 to \$15 per month as wages and had  
contributed up to the time of her death towards  
the household expenses of the plaintiff and had  
paid solely for the maintenance and education  
of Yun Ah Mui. Mr. Otto Kong Sing appeared  
for the plaintiff and Mr. Hastings appeared for  
the defendants.

A clerk in the Registrar General's office  
produced a petition sent in by Li Ting claiming  
compensation for the death of his wife.

Mr. Hastings pointed out that this was  
presented before the date of the action.

Mr. Otto Kong Sing said he would produce a  
letter from Messrs. Jardine Matheson & Co.,  
in answer to the claim he made on July 30th.  
Evidently they had knowledge of the claim.

Witness, examined as to Chinese marriage  
customs, said that strictly speaking, before the  
wife was called *kyat* neither of the parties  
should have been previously married. A widow  
remarrying was a real wife.

Would it be necessary on a man marrying a  
widow for the widow to be accommodated with  
a marriage chair?—In Canton according to  
mandarin custom, they should have a marriage  
chair, but in the country the chair is dispensed  
with.

The police contractor who occasionally em-  
ployed the deceased woman estimated her  
earnings at \$9 or \$10 a month. Her expenses  
would amount to \$4 or \$5 a month.

Mr. E. F. Ancoett, shipping clerk in Messrs  
Jardine, Matheson & Co., said the first intima-  
tion his firm had of the claim in question was on  
July 31st. Cross-examined.—The firm had had  
other claims. The first one was settled for  
\$1,500 in respect of the damage to the junk and  
the loss of the owner's wife.—It was paid in  
settlement of all claims.

Mr. Otto Kong Sing said he wished to call  
evidence of the marriage of plaintiff and the  
deceased and pointed out that deceased  
had not been identified except by name as the  
wife of Li Ting. Counsel proposed to call  
evidence to rebut the testimony of one of the  
witnesses who made inquiries at his office.

Mr. Hastings objected.  
Other witnesses having been called,  
Mr. Hastings submitted that the plaintiff had  
not made out his case.

Mr. Otto Kong Sing also addressed the court.  
His Lordship gave judgment for defendants  
on the simple ground that there had been  
proof of a previous marriage which had not been  
annulled.

## CORRESPONDENCE.

A SENSATIONAL ANNOUNCEMENT.  
[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—Reuter's telegram which appears in  
your issue of yesterday has been the cause of  
immense excitement amongst the shipping  
community and the pig dealers.

It is rumoured that applications for space have  
poured in to a well known line to such an  
alarmingly extent that no more room is available  
for next year.

The rate of freight and price of pigs has  
increased by leaps and bounds, and it is firmly  
believed that so soon as the railways in China  
are more developed, special steamers will be  
built for the conveyance to Europe of this class  
of cargo.

No doubt capitalists at home will be induced  
to pay their attention to this matter, and it is  
assured on good authority that several syndicates  
are being formed locally to develop the trade.  
Trusting this may be of some interest to your  
readers.—Yours faithfully,

NONCENTS.

## CANTON.

[FROM OUR CORRESPONDENT.]

December 15th.

CANTON-HANKOW RAILWAY.  
The To Hang Company have placed four  
steam launches on the Canton-Fatshan run  
since the railway fares of the Fatshan line were  
increased. But the traffic is so great that a  
rival concern, called the Fook Sing Company,  
are now placing two launches on the same run.  
The Board of Posts and Communications has  
cabled to the Canton-Hankow Railway Company  
refusing to sanction the building of the branch  
line of railway from Fatshan to Kongmoon.

ANOTHER BARBER FURNISHED.  
A barber who was caught shaving a client in  
his shop in Shan Wah Street, Fatshan, the other  
day, was fined heavily. He was unable to pay  
the fine and was ordered to kneel outside the  
Police Station for four hours.

AN EX-MINISTER TO JAPAN.  
Their Excellencies Chang Chi Tung and  
Yuan Shih Kai have sent telegrams to Yeong  
Shu, ex-minister to Japan, who is now in  
Canton, instructing him to return at once to  
Peking where he is wanted for pressing work  
in the Wai-wu-pu.

## A GAMBLERS' RETREAT.

The small island of Chichau is well-known  
by the Police to be a rendezvous of gamblers,  
but, owing to the constant and strict watch kept  
by the lawbreakers, it is seldom that a school is  
surprised. The method adopted by Sergeant  
Gordon, on Tuesday, however, turned out  
successful, and as a result six gamblers were  
charged before Mr. J. H. Kemp at the Magis-  
tracy yesterday, one of the conductors of the  
game being a village elder. So cautious are the  
gamblers on this island that they sent danger  
in the arrival of any strange sampan, and in  
such event play is immediately stopped. But  
the arrival of a little dug-out in the bay, with  
what appeared to be a few fishermen on board,  
called for nothing more than passing notice,  
and for some four hours this dug-out plied  
backwards and forwards along the shore.  
Eventually it was beached hard by the Temple,  
before which a village elder and another native  
were conducting a game of *poches*, in which  
numerous natives were participating. So in-  
terested were the gamblers in their play  
that they did not notice the arrival of Sergeant  
Gordon and his lincings. The alarm was given,  
however, just as the police were upon them, and  
immediately there was a stampede. The police  
succeeded in capturing the conductors of the  
game and four of the players, and yesterday Mr.  
Kemp fined the first two defendants \$20 each,  
and each of the players \$10.



## THE GAME OF BASEBALL

In view of the fact that Resch's All American baseball team play a match at the Happy Valley on Saturday, the following description of the game may be useful to many intending spectators.

Baseball is a game in which 18 men take part. The field, or area of land upon which it is played, should be perfectly level, and at least 350ft. wide 500ft. long. There are four bases, 90ft. apart, forming a perfect square which is called the "diamond." The home base, or starting point, is at right angles with the first and third base, with the second base on a straight line from the home base, and exactly 127ft. 4ins. distant, as is the first from the third base. The pitcher is placed in a square space of ground, marked off for him with lines, just 60ft. away from the home base, and a straight imaginary line with the home and

second base. The catcher, when there are none of the opposing players on the bases, stands back from 70 to 80 ft. in the rear of the home base, and receives the ball on the ground, but on other occasions he comes up close to the batsman and places a wire mask over his face, and straps an air pad over his chest and stomach, to guard against injuries from foul tips. A player is stationed at each one of the three bases, and designated as the first, second and third basemen. There is another man, known as the short stop, stationed midway between the second and third bases while the other three men in the outfield are called the right, centre and left-fielders. Chalk lines are drawn from the home base to first and third bases and from first and third to the boundaries of

the field or to such a point where a flag is stationed, and known as the foul flag. All balls hit within these lines are fair, and those which are not are foul. The umpire is the sole judge on all questions during the progress of the game, and the foul lines are principally for his guidance in making his decisions on balls hit to the outfield. A ball that strikes fair ground in the infield and rolls into foul ground before it reaches first or third base is foul, and if it reaches first or third base and rolls into foul ground before reaching either first or third base as the case may be, it is fair. All fair or foul balls caught on the fly are out, and when three are out, all the side are out. The game consists of nine full innings, except that (a) If the side first at bat scores less runs in nine innings than the other side has scored in eight innings, the game shall then terminate; (b) If the side last at bat in the ninth innings scores the winning run before the third man is out, the game shall terminate. Besides putting the side at bat first, the umpire is also at that point at first base on balls thrown to that point by any of the in or out-fielders before the batsman, who becomes a base-runner the instant he hits the ball.

the ball, reaches that point. They can be put out also before they reach the other three bases. This, of course, lessens the chances of scoring and forces force batting. The game is really one of great chances, and this is the secret of its wide popularity. The game is two ninety minute contests, each for 20 men, and the victor is the side that has scored the most runs. The two games would be alike, if the clubs were anywhere near equal in playing strength. A regulation ball and bat are used. The ball weighs from 5 to 5½ ounces, is avoirdupois, and measures from 9 to 9½ inches in circumference. The bat is round, made of wood, not to exceed 42 in. in length, and does not exceed 2½ in. in diameter at the thickest part. The game is devoted into such a scientific state that the average time for playing is only two hours, while many games are played in an hour and a half. While it requires nine innings to be played to complete a game, in case of rain or darkness any even inning after the fifth will constitute a game, but at least five full innings must be played. In case of a tie at the conclusion of the ninth inning, the game is continued until even innings will show either one or other of the two teams in the lead. As many as 24½ innings have been played in a single game, and frequently 12, 15, and 16 innings.

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## MR. ASQUITH'S CAREER.

[illegible]

What is an opportunist? One who subordinates his conviction to party advancement which in the end means personal advancement. The various stages in the downward path can be distinctly traced in Mr. Asquith's career. So long as Mr. Gladstone was alive Mr. Asquith was a Home Ruler. When Lord Rosebery came into the power Mr. Asquith's Home Ruler sympathies cooled: he fitted himself to his environment. In the quarrel between Lord Rosebery and Sir William Harcourt he remained neutral, and at the psychological moment again fitted himself to his

environment, which again proved congenial to his personal advancement. In the rivalry between Lord Rossbery and Sir Henry Campbell-Bannerman, Mr. Asquith at first sided with Lord Rossbery. He could afford to do so, because during the South African War Sir Henry was in the lowest depths of unpopularity. Mr. Asquith was Lord Rossbery's right-hand man in the Liberal League, the object of which was to purify the party of the Little England heresies of Bannerman, Labouchere, and Company, and to make the Liberal League the vehicle to carry out

Sir Henry Campbell-Bannerman, in a fit of magnanimity offered high offices to the men who had notoriously intrigued against him. Mr. Asquith deserted Lord Rosebery and the principles of the Liberal League once more he fitted himself to a congenial environment, which again proved the road to personal advancement. The manner in which Mr. Haldane and Sir Edward Grey, headed by Mr. Asquith, deserted Lord Rosebery, forms one of the most discreditable incidents in modern political history.

As the result of cold, calculating opportunism, Mr. Asquith found himself Chancellor of the Exchequer in the Liberal Government. No opportunist, however skilful, can manage to inspire universal confidence. Mr. Asquith had exalted the distrust of three sections of his party—the Labour men, the women suffragists, and the Nationalists. If he was to sit securely in the seat of the Prime Minister, it was essential that something

should be done to propitiate these powerful sections. The Labour members and the Socialists were clamouring for old age pensions, a measure which is in future conflict with the interests of the working class, which Mr. Asquith at one time professed himself devoted to. In the spirit of an auctioneer Mr. Asquith made a bid for Socialist support. What about the franchise to women? Mr. Asquith on that question had taken a strong line of opposition. He could not with decency turn a political scoundrel. He took a middle course. As Prime Minister he announced that his own personal convictions remain unchanged, but he was prepared to support the measure, which was matter apart from him. Could anything be more unmanly? Imagine the great statesmen of the past, Chatham, Pitt, Canning, Palmerston, Peel, or even Gladstone, effacing themselves in dealing with a great constitutional question and leaving it to be decided by a scrawny majority in the House of Commons! Surely we have here the impotence of statesmanship, the very degradation of politics.—From "Mr. Asquith."

in Blackwood.



**BANKS**

**HONGKONG SAVINGS BANK.**

**T**HE Business of the Savings Bank conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

**INTEREST** on deposits is allowed at **3 1/2** per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSITS** at 4 per cent. per annum.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**

**J. B. M. SMITH,** Chief Manager.

Hongkong, 12th January 1907. 21

**NEDERLANDSCH-INDISCHE**

**HANDELSBANK.**  
(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000 (£1,250,000)
Subscribed Capital	Fl. 10,000,000 (Paid up)
Reserve Fund	Fl. 2,000,000 (£160,000)

HEAD OFFICE: AMSTERDAM

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.  
LONDON BANKERS:  
THE WILLIAMS DEACONS BANK,  
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BRANCHES AND AGENTS all over the

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**THE BANK** transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months	4% per annum.
6 do.	3% do.
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**C. WOLDRIN, Manager.**  
No. 15, Des Voeux Road Central.  
Hongkong, 3rd November, 1908. 26

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**THE BANK OF TAIWAN, LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).

Capital Subscribed (paid up) ..... Yen 5,000,00

Reserve Fund ..... Yen 1,140,000

**HEAD OFFICE: TAIPEH, FORMOSA.**

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Keelung	Shanghai	Yokohama
Swatow		

**HONGKONG OFFICE:**  
3, DES VŒUX ROAD.  
Interest allowed on Current Accounts  
Deposits received on terms which may be had  
on application.

**D. TOWDOW Manager.**  
Hongkong, 16th September, 1908. 1518

**INTERNATIONAL BANKING**  
**CORPORATION.**

**CAPITAL PAID UP** ... .. Gold \$3,250,000.  
... .. about Mex. \$7,222,222.  
**RESERVE FUND** ... .. Gold \$3,250,000.  
... .. about Mex. \$7,222,222.

**HEAD OFFICE:** 60 Wall Street, New York.  
**LONDON OFFICE:** Threadneedle House, E.C.

**LONDON BANKERS.**  
BANK OF ENGLAND.

**NATIONAL PROVINCIAL BANK OF ENGLAND**  
LIMITED.

**THE CAPITAL & COUNTRIES BANK, LIMITED**

BRANCHES and AGENTS all over the World

The Corporation transacts every description of Banking and Exchange business, receiving money. Current Accounts at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months	4 per cent. per annum.
For 6 "	" "
For 3 "	" "
For 1 "	" "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. 1466

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

**PAID-UP CAPITAL** ..... \$15,000,000  
**RESERVE FUNDS:—**  
**STERLING** .....  
    £1,500,000 at 2/—=\$15,000,000  
**SILVER** ..... \$14,000,000  
..... \$29,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000.00

COURT OF DIRECTORS.	
E. SHELLIM, Esq.,—Chairman.	
Hon. Mr. W. J. GRESSON,—Deputy Chairman.	
E. G. Barrett, Esq.	C. R. LENZMANN, Esq.
G. Friedland, Esq.	E. Shewan, Esq.
C. S. Gubbay, Esq.	Hon. Mr. H.A.-W. SLADE.
W. Helms, Esq.	H. E. TOMKINS, Esq.
CHIEF MANAGER:	

Hongkong—J. R. M. SMITH.

MANAGER :  
Shanghai—W. ADAMS ORAM.

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LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

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HONGKONG—INTEREST ALLOWED,  
On Current Account at the rate of Two per  
cent. per Annum on the daily balance.  
ON FIXED DEPOSITS.

For 3 months  $2\frac{1}{2}$  per cent. per Annum.  
For 6 months,  $3\frac{1}{2}$  per cent. per Annum.

For 12 months, 4 per cent per Annum.  
J. B. M. SMITH,  
Chief Manager.  
Hongkong, 22nd August, 1908. 20

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**ON SALE.**  
**A TABLE OF THE**  
**RATES OF EXCHANGE AT**  
**HONGKONG.**

For Demand Drafts on London on the day of  
or preceding the departure of the English

Mails; also Table of the Yearly  
 Approximate Averages for 34 years.  
 FROM 1874 to 1907.  
 Price \$2 Cash. On sale at the "DAILY  
 PRESS" Office, or Local Booksellers.



## NOTICES TO CONSIGNEES

## THE OCEAN STEAMSHIP CO. LIMITED,

## AND THE CHINA MUTUAL STEAM NAV. CO. LTD.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo on THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION Co.'s Steamers are hereby notified that on and after 1st JANUARY, 1909, all Cargo on these Steamers will be landed into HOLT'S WHARF, KOWLOON, which will be Open from that date to Receive and Store Cargo. For Storage Rates and other particulars, Apply to

BUTTERFIELD & SWIRE, AGENTS:  
THE OCEAN STEAMSHIP CO., LIMITED.  
THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.  
HOLT'S WHARF.

Hongkong, 15th December, 1908. [1654]

## THE H.A.L. Steamship

"ARAGONIA"  
Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, General Managers, Hongkong Office.

Hongkong, 10th December, 1908. [1654]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"LAISANG"  
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 17th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD. General Managers.

Hongkong, 15th December, 1908. [16]

## NOTICE TO CONSIGNEES.

## THE F. &amp; O. S. N. Co.'s Steamers

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex "India."  
From Australia, &c., ex "China."  
From Calcutta, &c., ex "Sardinia."  
From Persian Gulf ex B. I. S. N. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th December, 1908. [1]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLEDI"  
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th December, 1908. [1660]

## NOTICES TO CONSIGNEES

## NAVIGAZIONE GENERALE ITALIANA

(Florida and Babington-United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

"ISCHIA"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 21st inst., or they will not be recognized. All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst., at 3 P.M. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 10th December, 1908. [4]

## NORDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ WALDEMAR"  
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Optum Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th Dec., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Dec., at 9.30 A.M. All claims must reach us before the 23rd Dec., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 15th December, 1908. [5]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

## THE Steamship

"GLENEARN"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st Dec., will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival. MCGREGOR BROS. & GOW, General Managers.

Hongkong, 14th December, 1908. [1661]

## FROM EUROPE.

## THE H.A.L. Steamship

## "BARCELONA"

Capt. Porzelius, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, General Managers.

Hongkong, 15th December, 1908. [1669]

## MARTIN'S

## APOLLO STEEL

## LADIES' PILLS

A French Remedy for all Irregularities. "Women's Friend" is a name which has been given to this medicine for many years. It is a purely vegetable preparation, and is entirely free from any harmful or dangerous ingredients. It is a most reliable and effective remedy for all the ailments to which the female system is so liable. It is sold in bottles of 1/6 and 2/6. Write for Catalogue.

Write for Catalogue.

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## WATER RETURN.

Level and Storage of water in Reservoirs on the 1st December City and Hill District Water Works.

## LEVEL.

Below overflow. Below overflow.

Tytan ..... 0 ft. 6 in. 4 ft. 9 in.

Tytan Bywash ..... 28 ft. 2 in. 28 ft. 2 in.

Tytan Intermediate ..... 2 ft. 4 in. 2 ft. 2 in.

Pokfulam ..... 2 ft. 6 in. 5 ft. 4 in.

Wong-nai-chung ..... 2 ft. 6 in. 8 ft. 0 in.

## STORAGE GALLONS.

1907. 1908.

Tytan ..... 380,250,000 345,280,000

Tytan Bywash ..... 209,388,000 203,451,000

Pokfulam ..... 60,520,000 54,380,000

Wong-nai-chung ..... 27,185,000 20,569,000

Total ..... 677,343,000 623,680,000

## CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF NOVEMBER.

1907. 1908.

Consumption, 132,081,000 134,219,000 gallons.

Estimated population 205,860 207,600

Consumption per head per day 21.3 21.5

Constant supply during November in both years. The return of Consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

Kowloon WATER WORKS.

## LEVEL.

Below overflow. Below overflow.

Kowloon Gravitation Reservoir ..... 27 ft. 5 in. 22 ft. 5 in.

## STORAGE GALLONS.

1907. 1908.

Kowloon Gravitation Reservoir ..... 127,817,000 160,108,000

Consumption of water in Kowloon during the month of October, 1907. 1908.

Consumption ..... 20,681,000 28,949,000 gallons

Estimated population 80,500 85,300

Consumption per head per day 8.5 11.2

The Government Analyst reports that the water is of excellent quality.

Public Works Department.

W. CHAZHAM, Water Authority.

## DO WE WASH TOO MUCH?

## PHYSICIAN'S ATTACK ON A BRITISH INSTITUTION.

One of the most cherished traditions of the British race, the "cold tub every morning," is mercilessly criticised by Dr. J. H. Clarke in "Vital Economy; or, How to Conserve Your Strength," published last month, by Mr. Fisher, Uxbridge.

Dr. Clarke contends that in the matter of health we are misled by words and phrases: "The pores of the skin is a phrase at the shrine of which many feeble folk are sacrificing the last flicker of their energy in the daily meaning tub. Plenty of fresh air is another tyrant which has claimed numberless victims."

"I once lost a good patient, who was always ailing, by putting off his daily morning tub," says Dr. Clarke. He grew strong and put on weight and it is one of his delights to shock his friends by telling them how many years it is since he had a bath!

"Too much soaping and scrubbing, according to Dr. Clarke, removes the lubricating material secreted in the glands of the skin to make it soft and supple, and the removal leaves the skin more sensitive to atmospheric changes. The skin is a self-cleansing organ. By soaking the body the self-cleansing cells absorb water, swell up, and die."

"One has only to rub oneself after a bath and they come off in little rolls. These do not consist of dirt, as is the popular idea, but of skin-cells. I often tell people that it is quite possible for them to wash themselves dirty. They remove so much of the protecting surface that they give the dirt a real chance of getting into the skin."

Dr. Clarke recommends as a substitute for a bath a folded towel, wetted in the centre and pressed rapidly all over the body. This will open the pores sufficiently without entailing any shock.

A representative of the London Daily Express who sought the opinions of health experts could find no one to agree entirely with Dr. Clarke.

Mr. Eustace Miles even went so far as to say that as a nation we wash far too little. "There is, of course, some truth in the theory," he said, "that the skin has certain protective powers that are weakened by too much washing, and the same thing applies to too much drinking of water."

"But to-day the bodies of most people are clogged and poisoned, and sensible washing with warm water and pure soap, followed by cold water to give a reaction and dry friction, will probably do more good than harm. It may weaken the protective power of the skin, but it will remove refuse."

"Professional theories are mostly based on no insufficient study of people as they are. Just as we are called an athletic people although less than 5 per cent. are really athletic, so we are called a washing people. As a matter of fact, I suppose that far less than half of our total population washes thoroughly once in two days."

## MR. SANDOW'S VIEW.

The "cold tub" was warmly defended by Mr. Sandow. "I have proved conclusively," he said, "that in the cases of 90 per cent. of Englishmen the 'cold tub' is highly beneficial."

"The 'cold tub' is not cleansing—it is not supposed to be—but the reaction which it brings is an excellent thing for the circulation. Those who shiver when they step out of a cold tub should take hot baths, followed by a cold douche, or spray, to give the necessary reaction."

"I do not agree with the suggestion that the nation washes too much."

"If we lived like savages, absolutely unclothed with daily sun and air baths, there would be no need for so many ablutions. But with our clothing and the general conditions of a busy life, our skins are bound to become clogged with a certain amount of dirt."

A proprietor of Turkish Baths described Dr. Clarke's crusade against washing as "sheer nonsense."

"Dr. Clarke is right when he says that the dark rolls which come off the body after a scrub are dead skin-cells," he said. "But with these cells there comes away a wonderful amount of old dirt. Now it is obvious that dirt must clog the skin, and that it should be removed as often as possible."

"I might possibly be accused of washing too much, because I have taken a Turkish bath every day of my life for many years, but my skin is in a wonderfully good condition."

## JAPAN AND THE TRADE MARKS QUESTION.

The Imperial Patent Office, Tokyo, recently gave out the following for publication:—

Translation of a circular letter addressed by the Vice Minister of Agriculture and Commerce to prefectural governors and Chairmen of Chambers of Commerce.

The sound industrial development of a nation can only be brought about by the honest and assiduous application of the people to their occupations. In the present condition of our country, it is urgently necessary to stimulate the people to prize commercial morality and to do business with unwearied diligence and attention.

At this juncture His Majesty the Emperor has given an Imperial Rescript inculcating honesty and sincerity and encouraging frugality and diligence. The Rescript, deep and far reaching in its import, must be carefully remembered and strictly adhered to not only by business men but by the whole nation.

On casting a glance upon our industrial and commercial circles, however, it will be seen that with the enlargement of the sphere of our business activities, vice attendant on competition have begun to make appearance. A tendency is noticeable among merchants of attempting to engross business, excluding others, and among manufacturers of producing imitations and adulterated goods, sacrificing without scruple the interests of others to their own small and transitory gains.

Even the rights of inventions, trade marks and other industrial properties are infringed, and cases of imitation and plagiarism are often brought to our notice. Such phenomena are indeed very discouraging for the future of our industrial development. Moreover, cases of unauthorized appropriation of foreign trade marks commercial names, &c., are reported now and then, and petitions for remedy have been received from the aggrieved parties.

It is true that among these complaints set forth by foreigners, there are some which cannot be said to be well founded from the legal point of view, but any conduct on the part of our business men that may seem dishonest or fraudulent, will bring grave results not only by discrediting our commerce and industry but also by staining our national honour. The accompanying specimens are a few examples of imitated trade marks, from which an idea may be formed of the existing state of things. Of course applications for registration of such imitated trade marks are subjected to strict examination, and are considered by the authorities as calculated to deceive the public and injure the interests of the Imperial Rescript, it is considered highly desirable that our business men be persuaded to come into union and warn one another to use only fair means in the pursuit of wealth and promotion of industry, always bearing in mind that the first principle of business is to acquire credit by honesty and diligence, and thus to make an epoch of improved morality in the history of our commercial and industrial progress.

With this object in view, it is requested that you will explain to all concerned and make them understand that the rights of inventions, designs and trade marks must be respected and that unfair competition brings nothing but injurious results, at the same time warning them against the bad practice of turning out debased goods and the shortsighted policy of trying to sell cheaply merchandise irrespective of price. It is also requested that you will instruct all associations of various branches of trade to take proper measures to stop dishonest dealings of the members of their respective associations.

## PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by equivalent Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

NEWELL, GLEN & Co., Bankers, 2, Rue de la Harpe, PARIS (FRANCE).

1914

## THE

## MITSUI BUSSAN KAISHA

## SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

## DRINK

## "ASAHI" &amp; "SAPPORO" BEER

[1655]

## INSURANCES

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907, £18,114,624.

I. Authorised Capital ..... £3,000,000

Subscribed Capital ..... 2,750,000

Paid-up Capital ..... 687,500 0 0

II. Fire Funds ..... 5,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. 1019

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 5th September, 1908. 114

## NATIONAL GENERAL INSURANCE COMPANY, LTD. OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 14th November, 1908. 1566

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August



## SHIPPING.

## ARRIVALS.

CHENNAI, British str., 1,350, Wavell, 16th Dec.—Shanghai 13th Dec, General—Butterfield & Swire.

CHOISE, German str., 1,022, J. Bruhn, 16th Dec.—Bangkok 10th Dec, Rice—Butterfield & Swire.

C. JENSEN, German str., 16th Dec.—Canton.

FRICHING, Chinese str., 16th Dec.—Canton.

GLENNON, British str., 2,728, B. Wollenden, 16th Dec.—Singapore 9th Dec, General—McGregor Bros. & Gow.

HAIYAN, British str., 1,163, J. S. Roach, 16th Dec.—Swatow 15th Dec, General—Douglas, Laprak & Co.

HANOI, French str., 742, J. Pannier, 16th Dec.—Haiphong and Ports 11th Dec, General—A. R. Marty.

HELIOPOLE, British str., 2,967, Wiseman, 15th Dec.—Chinwangto 10th Dec, General—Gibb, Livingston & Co.

HONGKONG MARU, Japanese str., 6,176, H. S. Smith, 16th Dec.—San Francisco 17th Dec, General—Toyo Kisen Kaisha.

JOSHIN MARU, Japanese str., 702, Y. Katsura, 16th Dec.—Swatow 12th Dec, General—Osaka Shosen Kaisha.

KOONSHING, Br. str., 1,333, W. G. Leask, 16th Dec.—Shanghai 13th Dec, General—Jardine, Matheson & Co.

NANSHANG, British str., 16th Dec.—Canton.

NAMANG, British str., 2,591, P. M. B. Lake, 15th Dec.—Mojji 11th Dec, General—Jardine, Matheson & Co.

PALERMO, British str., 7,597, Ferguson, 16th Dec.—Pescadore 14th Dec, General—P. & O. S. N. Co.

PERSIA, Australian str., 3,779, Bartole, 15th Dec.—Trieste and Singapore 8th Dec, General—Sander, Wieler & Co.

SHANTUNG, German str., 1,000, C. Gosench, 15th Dec.—Bangkok 6th Dec, General—Rice and fish—Butterfield & Swire.

TIGER, German gunboat, 900, Comdr. v. Koss, 15th Dec.—Amoy 13th Dec.

YINGANG, British str., 16th Dec.—Canton.

YUSUTSU, Australian str., 2,415, Rome, 16th Dec.—Shanghai 13th Dec.

YATSHING, British str., 1,424, M. Courtney, 16th Dec.—Chefoo 9th and Weihaiwei 12th Dec, General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
16th December.

Amoy, German str., for Hoihow.

Falun, British str., for Hongkong.

Holstein, German str., for Haiphong.

Kiangchi, Chinese str., for Chinkiang.

Koosching, British str., for Canton.

Loos, German str., for Swatow.

Palermo, British str., for London.

Tigress, British str., for Shanghai.

Yokohama Maru, Jap. str., for Singapore.

## DEPARTURES.

16th December.

BARCELONA, German str., for Shanghai.

CHEONGSHING, British str., for Canton.

CHITUN, Chinese str., for Shanghai.

FOOCHOW, British str., for Canton.

GLENNON, British str., for Amoy.

GOSBER, German str., for Europe.

HAIYAN, British str., for Swatow.

KIANGCHI, Chinese str., for Canton.

MARU, Dutch str., for Amoy.

TIGRESS, British str., for Canton.

UNION, British str., for Newcastle.

ZWENNA, British str., for Singapore.

## SHIPPING REPORTS.

The British str. *Glennon* reports: Strong monsoon all the way.

The British str. *Palermo* reports: Moderate to fresh monsoon and cloudy.

The British str. *Namang* reports: Light N.E. monsoon and fine weather.

The British str. *Heliolepis* reports: Fresh N.E. monsoon and moderate sea.

## VESSELS IN DOCK.

December 16th.

ABERDEEN DOCK.—Kowloon Dock.—Usher, H.M.S. *Virago*, *Binsang*, *Hilary*, H.M.S. *Alacrity*, *Nicomedia*, *Prinz Waldemar*, *Protector*.

COSMOPOLITAN DOCK.—*Daijin Maru*.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA"  
Captain Bartole, will leave for the above places TO-DAY, the 17th inst., p.m.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents,  
Princess Building,  
Hongkong, 10th December, 1908. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHIA, GULF, COSTANTINOPLE, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA"  
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 26th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MONGOLIA" due in London on the 6th February, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 14th December, 1908. [1]

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## VESSELS ADVERTISED AS LOADING

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Black Pier. 3 From Black Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	LENGTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SHILLA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 20th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	DEIRA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
HAYRE, ROTTERDAM & HAMBURG, &c.	ISBIA	Ger. str.	k.w.	v. Döhrren	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Porn-lus	HAMBURG-AMERIKA LINIE	On 25th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 28th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 22nd Feb.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 27th Feb.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at 1 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Beginning of January.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 20th inst., at D'light
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 23rd inst., at D'light
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 4th Jan., at D'light
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 10th March.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	About 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 28th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 5th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 15th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 19th inst., at 7 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 2nd March, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 21st inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 24th inst., at 5 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 5th Jan., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd Jan., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 28th inst., at D'light
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Quick despatch.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day, p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	About 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 20th inst., at D'light
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 21st inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	About 21st inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at 8 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	About 23rd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	About 25th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 11th Jan., at Noon
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Middle of January.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 3rd Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Quick despatch.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 23rd inst., at 8 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 20th inst., at 8 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 20th inst., at 10 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at 10 a.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 19th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at 8 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 24th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 28th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 29th inst., at 3 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Beginning of January.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 22nd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	On 28th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS, &c.	ISBIA	Ger. str.	k.w.	Boyer	HAMBURG-AMERIKA LINIE	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA	"DERFFLINGER"	About Thursday, 17th December.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BURLOW"	Wednesday, 30th December.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 31st Dec., at 5 p.m.
KUDAT & SANDAKAN	"BORNEO"	Beginning of January, 09

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 17th December, 1908. 5

## THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., SEATTLE & TACOMA

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Stevedores' Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
Queen's Buildings.  
Hongkong, 2nd December, 1908. 3

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR  
SHANGHAI, KOBE & YOKOHAMA VIA PORTS  
MARSEILLES VIA PORTS  
SHANGHAI, KOBE & YOKOHAMA VIA PORTS  
MARSEILLES VIA PORTS

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA VIA PORTS	"TONKIN"	About 21st Dec.
SHANGHAI, KOBE & YOKOHAMA VIA PORTS	"DUMBEA"	On 22nd Dec, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA VIA PORTS	"SYDNEY"	On 4th Jan., p.m.
SHANGHAI, KOBE & YOKOHAMA VIA PORTS	"ERNEST SIMONS"	On 5th Jan, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
P. NALIN, ACTING AGENT,  
Queen's Building.  
Hongkong, 16th December, 1908. 2

## CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.  
LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000 Tons SATURDAY, 19th Dec.	8th Jan. 09
"EMPERESS OF JAPAN"	6,000 Tons SATURDAY, 16th Jan.	5th Feb. 09
"EMPERESS OF CHINA"	6,000 Tons SATURDAY, 13th Feb.	5th March 09
"EMPERESS OF INDIA"	6,163 Tons TUESDAY, 2nd March	26th March 09
"EMPERESS OF JAPAN"	6,000 Tons SATURDAY, 13th March	2nd April 09
"EMPERESS OF CHINA"	6,000 Tons SATURDAY, 10th April	30th April 09

"EMPERESS" Steamships will depart from HONGKONG at 7 a.m.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate or Steamer's £40 £42 and 1st Class Railway £240 £242

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "EMPERESS OF INDIA" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier. 7

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "LENNOX" ... On 22nd Dec.  
S.S. "SIKH" ... On 26th Dec.  
FOR BOSTON AND NEW YORK.  
S.S. "MUNCASTER CASTLE" ... On 15th Jan. 09

For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents,  
Hongkong, 14th December, 1908. [1298]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUE



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 23rd Dec.	Freight and Passage.
SHANGHAI	ASSAYE	About 25th Dec.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA	Noon, 26th Dec.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA	On 30th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th December, 1908.

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"LUCHOW"	On 17th Dec., 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"KUEICHOW"	On 17th Dec., 4 P.M.
HAIPHONG	"HUPH"	On 18th Dec., 10 A.M.
CEBU and ILOILO	"KALFONG"	On 18th Dec., Noon.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 21st Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 21st Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.
MANILA	"TEAN"	On 29th Dec., 3 P.M.

MANILA STEAMERS &amp; TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 17th December, 1908.BUTTERFIELD & SWIRE,  
AGENTS

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## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"KINGSANG"	Friday, 18th Dec., Noon.
SHANGHAI	"CHOYANG"	Friday, 18th Dec., Noon.
SHANGHAI	"WOSANG"	Friday, 18th Dec., 4 P.M.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SHANGHAI	"YATSHING"	Saturday, 20th Dec., D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 22nd Dec., Noon.
SHANGHAI, TSINGTAU, WEI-HAIWEI, CHEFOO & CHINGWANTAO	"CHEONGSHING"	Wednesday, 23rd Dec., Noon.
MANILA	"YUENSANG"	Thursday, 24th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 26th Dec., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 11th Jan., Noon 09

RETURN TOURS TO JAPAN.

The steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
Hongkong, 17th December, 1908.

GENERAL MANAGERS.

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## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSWI via SWATOW	"JOSHIN MARU"	SUNDAY, 20th Dec., at 8 A.M.
SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 22nd Dec., at 8 A.M.
AMOY & POOCHOW	"FUJUNO"	WEDNESDAY, 23rd Dec., at 8 A.M.
ANPING via SWATOW	"SHOSHU MARU"	WEDNESDAY, 23rd Dec., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th December, 1908.

T. ARIMA, Manager.

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## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOCHOW	FRIDAY, 18th Dec., at Noon.
"HAIMUN"	SWATOW	SUNDAY, 20th Dec., at 10 A.M.
"HAICHING"	SWATOW, AMOY & FOCHOW	TUESDAY, Dec., 22nd at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

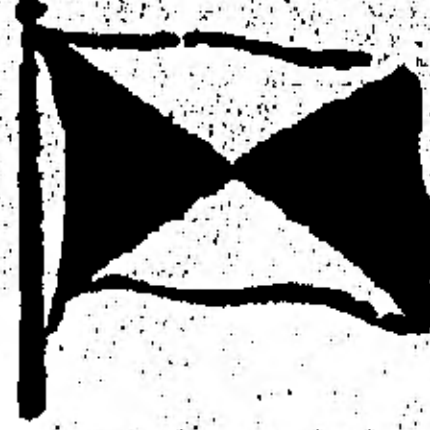
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 17th December, 1908.

1579

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 19th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

14

## NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Co's Newly Built Passenger Steamer

### "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg. Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight. Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service. Cheapest passage rates to Europe and around-the-world. For further particulars apply to—

NIPPON YUSEN KAISHA.

[1599]

Hongkong, 24th November, 1908.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU	6265	WEDNESDAY, 23rd Dec., at Daylight
VIETORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	SADO MARU	6227	WEDNESDAY, 6th Jan., 09 at Daylight
YOKOHAMA	YOKO MARU	5828	TUESDAY, 22nd Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU	6388	TUESDAY, 5th Jan., 09 at Noon
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU	5539	THURSDAY, 24th Dec., at Noon
SHANGHAI and KOBE	KUMANO MARU	5076	FRIDAY, 22nd Jan., 09 at Noon
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU	3798	THURSDAY, 17th Dec., at Noon
KOBE and YOKOHAMA	YETORU MARU	3949	TUESDAY, 22nd Dec., at Noon
	KUMANO MARU	5076	WEDNESDAY, 23rd Dec., at Noon
	SANUKI MARU	6112	SATURDAY, 26th Dec., at Daylight

\* Omitting Yokohama. \* Fitted with Marconi's System of Wireless Telegraphy. † Cargo only. Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Cluster Road.

T. KUSUMOTO,  
MANAGER.

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Hongkong, 17th December, 1908.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOCK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

Hongkong, 10th December, 1908.

MELCHERS & CO.,  
AGENTS.

6

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
HOMEWARD.

OUTWARD.		FOR HAVRE, ROTTERDAM & HAMBURG:	25th Dec.
FOR SHANGHAI, YOKOHAMA & KOBE:		S.S. SCANDIA	
		FOR HAVRE & HAMBURG:	
S.S. BARCELONA	... 11th Dec.	S.S. ISTRIA	11th Jan. 09
S.S. ANDALUSIA	... 13th Jan. 09	FOR HAVRE & HAMBURG:	
S.S. SLAVONIA	... 17th Jan. 09	S.S. BARCELONA	25th Jan. 09
S.S. SAXONIA	... 27th Jan. 09	FOR HAVRE & HAMBURG:	
S.S. SPEZIA	... 8th Febr. 09	S.S. C. FERD. LAEISZ	28th Jan. 09
		FOR HAVRE & HAMBURG:	
		S.S. SLAVONIA	22nd Febr. 09
		FOR HAVRE & HAMBURG:	
		S.S. ANDALUSIA	27th Febr. 09

Further Particulars, apply to—

Hongkong, 16th December, 1908.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

12

PASSENGER SEASON 1909.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 10TH.

Capt. G. Rott.

"KLEIST" - 9,000 - ON MARCH 24TH.

Capt. R. MEYER.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.

Capt. F. v. BRUNER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.  
For Particulars, apply to—MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 1st December, 1908.

1624

## PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

### S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.

LONDON - - - - - APRIL 24TH.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong, 24th November, 1908.

1600

**SOUTH MANCHURIA RAILWAY CO.**

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchengtzai (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

HYOJUN LINE—For Hyojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashichiao Junction.  
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.  
ANTUNG-HEISEN LINE—A light railway from Mukden to Antung-Heisen connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANTEAU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [1303]

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TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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BAGGAGE collected, forwarded and insured at lowest rates.

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HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1898.

[9]

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my world-famous

"ROBEYPHONE"

with 20 selections and

which burn superbly

clearly, being made in the

most charming little

size for all kinds of

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## BETTER THAN COPAIBA MATICO

GRIMAULT &amp; Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most

inoffensive remedy in the treatment of Acute and Chronic Diarrhoea, The Capules, unlike Copaliba, do not cause eruptions on the skin or produce nausea.

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INDIAN CIGARETTES

For Asthmatic people who suffer from

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